

PUBLIC SENTIMENT FOR SAFE TUNNEL VOICED AT MEETING.

Eloquent Speeches by Corporation Counsel Tierney, of New Rochelle, and Mr. Woods, of Mount Vernon in Favor of One-Block System.

(Continued from First Page)

Members of committees and other members.

How Matter Came Up. The matter came up to-day by the referring of a resolution by Alderman McInnes, of Brooklyn, at the last meeting of the Board of Aldermen that the road be compelled to adopt the plan to the two committees which to-day heard the arguments.

The members of the Railroad Committee are: Elias J. Goodman, Chairman; William D. Peck, Fred Diemer, John Landy, Robert F. Downing, John C. Klett, M. J. Wafer, J. T. McCall and James Owens.

The members of the Committee on Bridges and Tunnels are: William Wents, Chairman; Jacob Laitner, Robert Downick, William Dickinson, Joseph Oatman, Peter Heller, John J. Haggerty, Fred Brenner and Thomas F. McCaul.

Mr. Goodman acted as Chairman of the joint committee, although he has forwarded his resignation to President Forgas. It has not yet been acted on, and as Mr. Goodman is greatly interested in the projected reform, he decided to attend.

Railroad Makes Protest. Chairman Goodman was late in arriving. He did not reach the City Hall until after 2 o'clock. City clerk Scully was waiting for him and handed Goodman a communication from the New York Central road.

It was addressed to Mr. Goodman, who went to the Aldermanic Chamber and immediately asked that members of the joint committee go to the afternoon. They did so and the door was shut.

The committee was called to order with Goodman in the chair. He then presented the communication from the railroad, which was read by the clerk. It maintained that the plan was not feasible and would lead to endless delay and confusion.

After a few minutes the committee came out and the open session began. Chairman Goodman said:

Question of Practicability. "This meeting is called for the purpose of considering an ordinance intended to remedy the danger in the New York Central tunnel. The question of practicability is the chief one. Those opposed to it will be heard and if they have any other schemes they can present them."

The Chair desired to state that, in order that there may be no misunderstanding, that this is an indication of the committee's opinion and not a condemnation. We are here to try to get at a practical solution of this question and not to make a mere record.

Mr. Goodman then called for the reading of the letter from the New York Central. The letter was read by Ira A. Place, attorney for the New York Central, said:

"I am inclined to think that the position of the railroad company in respect to the practicability of the proposed change is the best and most briefly stated in writing."

"I am further impelled to this course by reason of the fact that the law of the Department, which could and which otherwise would be a great relief for your committee, upon the various hearings which have been had before the Coroner and the Board of Railroad Commissioners, in respect to the recent accident at or near the mouth and end of the tunnel, a situation which is here given is not all that your committee desire, we shall be glad to give you at some future time which may suit your convenience."

Plea of the Railroad. "The officiating officers of this company are perfectly sure that the proposed ordinance were put into effect, the tunnel in such a manner as to meet the desires of the patrons of the road."

The matter has been gone over during the last week, and the Board of Railroad Commissioners, and that board will have investigated the matter in this investigation it clearly appears that it would be absolutely impossible to run the same trains which are now run through the tunnel during the rush hours of the single block system were adopted.

New Rochelle Protest. "Michael J. Tierney, Corporation Counsel of New Rochelle, was the first speaker. He said he appeared for New Rochelle—the city of the dead. He was not present to condemn the railroad, but he asked in advance that if he showed some feeling he be pardoned."

"My feelings," he said, "may not be restrained as I think of the long years New Rochelle has suffered from the road's do-nothing policy. I hope that pending the time the road may determine to build a tunnel may be operated safely you may do something so that we may feel that the lives of our citizens are not in jeopardy as they are now. I am here to favor."

"Our citizens will gladly welcome any improvement in the road, but they will return to their families. When this method was presented to us they said: 'For God sake, give us that if nothing else.'"

Plan is Reasonable. "Now, is this plan reasonable? The trouble is not with the tunnel, but with the facilities. I find great relief in the fact that the road is not to be operated as it is now, but that it will be operated as it should be. I am here to favor."

"For God's Sake, Do Something!" Then arose a man with gray hair and a mustache, who was the father of one of those victims and the sentiment in New Rochelle is for God sake do something. I think this plan is feasible, but do something. That boy killed his mother good-by and three-quarters of an hour later he was a corpse, horribly mutilated. For God's sake do something."

Alderman Act at Once! "The main question is, Will the world's great plan prevent such accidents as this awful one that has made the New York and Putnam a road to be operated as it is now, but that it will be operated as it should be. I am here to favor."

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VERDICT OF CORONER'S JURY.

We further find faulty management on the part of the officials of the New York Central and Hudson River Railroad, and we hold said officials responsible for the reason that during the past ten years said officials have repeatedly warned of the dangerous condition existing in said tunnel, imperiling the lives of thousands of passengers, and they have failed to remedy said condition.



DIRECTORS OF THE N.Y. CENTRAL R.R. THE CORONER'S JURY HAS DONE ITS DUTY NOW IT'S UP TO JEROME.

Mr. Tierney, speaking from Senator Depew's interview, said that the plan was feasible. He argued that the Board of Aldermen believe Senator Depew's plan is the best and most briefly stated in writing. He argued that the Board of Aldermen believe Senator Depew's plan is the best and most briefly stated in writing.

HOW TO JUGGLE WITH MILLIONS. KATZENJAMMER FROM IRELAND. HARRIMAN TELLS OF PURCHASE OF N. P. STOCK.

Mr. Woods spoke of the danger of the tunnel, which is here given is not all that your committee desire, we shall be glad to give you at some future time which may suit your convenience. He argued that the Board of Aldermen believe Senator Depew's plan is the best and most briefly stated in writing.

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ENGINEER WISKAR'S WIFE FORESAW THE ACCIDENT.

In a little that over a grocery store at No. 712 West One Hundred and Sixty-seventh street, lives Mrs. Wiskar, wife of the engineer who was at the throttle of the engine when it plunged into the rear of a New Haven train in the Park Avenue tunnel on Jan. 5. I called on Mrs. Wiskar this morning. She came down to the door drying her hands on her apron. She had been doing the family washing. She wore a black knitted shawl over her shoulders.

She is a little bit of a brown-haired woman, not pretty, but with a good, honest face. She talked with me readily enough, but nearly all the time she cried. She has been subjected to a tremendous mental strain and is very nervous. Her right hand constantly seeks her lower lip, and she pinches it between two fingers. This is purely a nervous trick.

Rejoices Over Verdict. "I am so glad the jury exonerated John," she said, "because it will be something of a relief to him. I don't think that he will ever forget that awful day. It has broken him down completely. He is unwell and I don't think he will ever get back to an engine again."

"What will he do?" I asked. "Oh, I don't know," she said, "her eyes filling with tears. 'I don't know what we will do. We have always lived a hard life, but I know this thing was going to happen.'"

"My brother-in-law died just a month before the accident. He was always so fond of me, and I don't think I have been taken away so much. I know that troubles me some, singly, and so I know that something else was bound to happen."

"Does your husband still feel badly over the death of his brother-in-law?" I asked. "Wiskar Utterly Broken. 'He is a changed man, utterly broken down and nervous. He sits and thinks and says, 'If only some other man had been in my engine that accident might not have happened.'"

Carruth usually starts with a cold in the head and if left unchecked in this climate, rarely gets well of itself. It then spreads along the mucous membrane from nose to throat, from throat to windpipe, from windpipe to bronchial tubes and from bronchial tubes to lung cells.

The mucous membranes all connect, one with another. Hence it is easy to spread from one part to another. Hence it is easy to spread from one part to another. Hence it is easy to spread from one part to another.

There is a new preparation recently offered to the public that is apparently destined to do away with every other form of cough remedy.

These tablets, while being pleasant, completely obliterate the cough. They are made from the finest of natural substances and are entirely harmless to the system.

It is probable that the opinion will be made public on Monday. "I have my own notions on this subject," says the District Attorney, "and I shall proceed along my own lines. I do not want to do anything that will not produce results."

"I shall go slow and shall be extremely careful. I will go as far as the law and the evidence will permit me, and I want to do something that will be effective."

Frank Moss, speaks the Engineer John M. Wiskar, who was exonerated by the coroner's jury which censured the railroad officials, will be arrested at the demand of the District Attorney and charged with manslaughter.

"I don't know what form of action the District Attorney will take in the arrest of Mr. Wiskar," said Mr. Moss, "but I understand that Mr. Jerome or one of his assistants will go before a Police Magistrate and obtain a warrant for the engineer's arrest, charging him with manslaughter."

We are prepared for this. We have got men, substantial citizens of this commonwealth, who are ready to go on Wiskar's bond at any time for any amount.

Corporation Counsel Rives is preparing an opinion respecting the right of the city to appropriate the Park Avenue tunnel longer as a public nuisance imperiling the life and health of the people.

This opinion I am preparing at the request of Dr. Lederle, President of the Health Department," said Mr. Rives. "This morning I have delegated one of my assistants to a review of the law of the matter. It looks to me like a very big question."

"Inasmuch as a controversy of magnitude between the city and the railroad may result I wish to be perfectly sure that all the laws have been examined before my written opinion is prepared. It is probable that the opinion will be made public on Monday."

Mr. Rives' opinion states that the Health Department has the right to declare the four-block tunnel system a public nuisance. The Board of Health will then be in a position to order the city to appropriate the Park Avenue tunnel longer as a public nuisance imperiling the life and health of the people.

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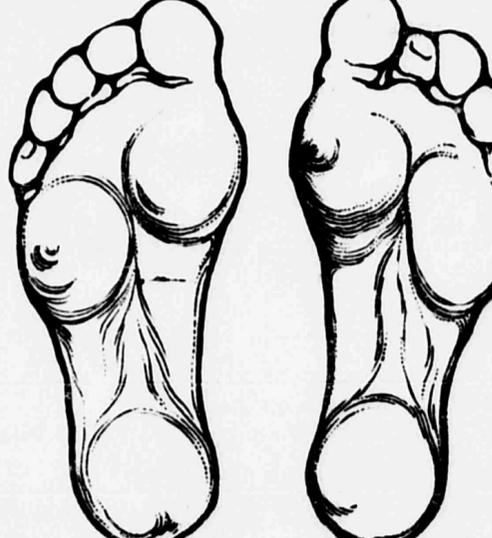
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